months up to June 1952 an average of 427 civil aircraft and 122 military planes passed through Bahrain each month while in the year 1951 some 11,897 passengers entered Bahrain by air. As well as being connected with all parts of the world by the major airlines, smaller local services form a network in the Persian Gulf by which it is possible and usual for local merchants to go to Qatar or Saudi Arabia in the morning and to return to Bahrain the same evening. Many people from Bahrain also spend the weekend with friends in the oil camps of other companies. 509

The sea has played an important part in Bahrain's history and with the coming of oil and the increased prosperity of the islanders both steamer and dhow traffic has increased. In the year 1951, 847 steamers and tankers and 1,416 local craft carried over 47,000 visitors to Bahrain, a figure equal to about 45% of the total population. The launches and sailing boats came to Manama, Muharraq and other coastal towns, while the steamers and tankers anchored at the Sitra Jetty or in the anchorage north of Manama. At present the only deep water wharves are those of the oil company. 505

INTERNAL COMMUNICATIONS

Despite its small size, Bahrain and the islands of Muharraq and Sitra are provided with a large number of roads, but this can be accounted for by the presence among the date gardens of many villages as well as by the need for some form of communication with the scattered coastal settlements. Within the towns of Manama and Muharraq the main roads have excellent surfaces and are wide enough for the traffic they carry and the extensive paving that has recently been laid down has made them safer both for drivers and pedestrians. 491 363

From the town of Manama four main roads lead into the country ; to the south-east is Belgrave Road ; to the east, the Causeway ; to the south, Awal Road and to the west, Budaiya Road. 491

Belgrave Road becomes Jufair Road after passing through the new residential centre of Qudabiya, and the latter leads past the Race Course to the suburbs of Jufair and Umm al-Hasan.

A second road, Shaikh Isa Road, starts from the Sea Road near the Adviserate and follows a rather erratic course till it leaves the town near the Water Garden and Mental Hospital. From here it passes through four miles of date gardens, broken only by the open ground around the Suq al-Khamis Mosque, then across the bridge at Radhm al-Qawari and into the desert. The road then travels south through the pre-historic tumuli and rises till it passes through an avenue of trees that marks the village of Rifáa al-Gharbi, the winter residence of H.H. The Ruler. From here the road drops abruptly into the central depression and then reaches Awali, 11 miles from Manama. At Awali the road branches in three directions, a road to the east leads to the Refinery and Sitra Island, a second road to the west goes to Zellaq and the west coast of Bahrain and a third skirts Awali and continues

491 south past the Jebal ad-Dukhan and the oil field. This last road, which deteriorates after leaving Awali, after passing Jebal Amr crosses the plain and ascending the rim-rock reaches the Ruler's Hunting Lodge at Rumaitha. From here the road goes due west to another Hunting Lodge at Matalla and joins the road from Zellaq to Ras al-Barr, the southern end of Bahrain Island.

The third main road leading from Manama runs parallel to and about 1-2 miles from the north coast of Bahrain. Passing through some of the most flourishing gardens in the islands, with thick green hedges by the road's edge, the driver is shaded by rows of tall date palms that cast a shadow over the road during most of the day and form an umbrella against the sun. After leaving the village of Jidhafs the road crosses patches of desert, clumps of tumuli alternate with gardens, and for the last few miles before reaching Budaiya, on the north-west corner of Bahrain, there is a shrubby desert where camels, sheep and goats graze. Beyond the Government Experimental Garden the road reaches the sea, and swinging south by the Police Post it enters the village of Budaiya. From here it bears south, through a number of villages and across the pipe-line road from Rifaa to Jesra, and finally to Zellaq.

The fourth road out of Manama, in fact a continuation of the sea road, leads across the Muharraq causeway to the town and island of that name, and after following the Muharraq sea road swings inland and crosses a short stretch of sand before reaching the edge of the Airport. Here the road branches; one branch leads to the north in the direction of the Airport and the other follows the curve of Arad Bay and then goes straight across the desert to the town of Hedd. Other roads branch off from this to the villages which fringe the coasts of Muharraq and to the gardens of Arad.

To return to the main island of Bahrain. Along the length of the Awal Road and particularly where it passes through the gardens, there are various roads and lanes leading to Zinj and Bilad al-Qadim to Saar and Salmabad, while a little distance to the south of Suq al-Khamis is the turning to the south towards the Adari Pool. Further south again a well-surfaced but somewhat winding road connects the Awal and Budaiya Roads, coming out on to the latter about half a mile west of Jidhafs. Shortly after passing Radhm al-Qawari, second class roads to the east and west lead respectively to the villages of the north-east coast, Tubli, Sanad and Ikur, and to Aali and beyond. Further on along Awal Road there is a road junction with a main road branching off to the south-east in the direction of the Refinery and Sitra. This road, after crossing the Awali-Sitra Road skirts the Refinery and then follows the east coast to the villages of Asker, Jaw and Dour.

It is impossible to describe in detail the many roads in Bahrain, but these are shown on the map of Bahrain and most of them branch off from the main roads which have been mentioned.

505 423 486 Communication with the other islands of Bahrain are mentioned in Part III and visits can usually be arranged to them by private agree-

of colour and Arab life, and large modern stores stocked with every type of goods from America, Europe and the East. The spice bazaar, the second-hand bazaar behind the Municipality and the shops of the metal workers are typically oriental ; the stores in the larger streets with plate glass windows and fixed prices stock a wide range of modern goods which are generally cheaper than elsewhere in the Gulf owing to the low customs duty. Apart from pearls, mother-of-pearl, gold and silver thread embroidery and model dhows there are few purely local products for visitors to buy. The best way to see the bazaar is on foot, it provides innumerable subjects for photos and neither here nor anywhere else in Bahrain is there any objection to the taking of photos. 366 443

To the south-west of the town is the Qalat ad-Diwan, beyond it, along Awal Road, is the Isolation Hospital, the Public Health Department and a number of blocks of flats. Opposite them is a large garden with two miniature lakes, known as the Water Garden ; this is a popular place during summer evenings. Beyond the flats is the Mental Hospital. It is probable that within the next few years this area will undergo extensive development. 361 517 368

To the south-east is the district of Manama known as Quadabiya, up to a few years ago an area of barren sand and swamp land where mosquitos bred but which today is rapidly developing into a residential and entertainment centre. Going along Belgrave Road one passes the Secondary School and Hostel, the Palace and, where the road joins Jufair Road, many houses and bungalows occupied by employees of European commercial firms. Jufair Road then passes the Race Course and Gymkhana Club and terminates in the suburbs of Umm a-Hasan and Jufair; at the latter are the headquarters of the Senior British Naval Officer, Persian Gulf and H.B.M.'s Political Residency. 361 368

In the modern districts of Manama there are many wide and well surfaced roads, lined with tree-shaded pavements, while here and there in the town waste plots of land have been made into little gardens with benches, lawns and fountains. Along the water-front runs Sea Road, joining the Muharraq Causeway with the State Hospital at its western end. The Muharraq Causeway took ten years to build, for it served as a relief project when there was unemployment in Bahrain. The Shaikh Hamed Swing Bridge was completed in 1942 by Messrs. Holloways Bros. Many of the principal buildings and offices in Bahrain are on the Sea Road and Prior Road, which is an inland road running parallel to it. In former times the sea extended far into the town, south even of Prior Road, but during the past twenty-five years much of the sea-shore has been reclaimed. In Muharraq similar work can be seen in progress, but in an earlier stage of development. 363 [491] [653]

In the evenings, the busiest part of Manama is Belgrave Road and the part of Quadabiya to its east where there are four cinemas and many coffee-shops, as well as football fields. At sunset the people of the town can be seen strolling along the road to Jufair, or sitting on the benches that line the pavements, later returning to the cinemas 517 [968]

517 and coffee-shops. This activity continues until about eleven o'clock especially in the summer when it is pleasanter to be out in the open air than indoors.

377 Manama is supplied with electric light from the Government Power
655 House, situated on the point at the north-east end of Manama. The
365 town water supply, also a Government concern, comes from artesian
312 wells in what used to be the Municipal Garden from where it is pumped into large tanks high above Manama and from there distributed by mains to all parts of the town and to numerous drinking fountains and public baths. This water system, which was installed by Holloway Bros., was completed in 1949, before this the water came from private and public artesian wells and was distributed by water carriers.

QASARI

● 491 It is logical in describing Bahrain to leave Manama by the main road, Awal Road, but a more interesting drive can be taken by following the 2nd class road which branches off from Awal Road beyond the
361 Mental Hospital. After passing through a number of villages of
312 comparatively little interest the road comes to a shaded lane bordered on one side by a lake. This is Ain al-Qasari, whose pool, although
529 more extensive than that at Adari, is shallow and therefore unsuitable for swimming. Here there is a garden and a pleasant little house overlooking the pool, admittance to which is free, which is much frequented by picnicers. In the pool there are fish, some of which are as much as eighteen inches in length, as well as turtles. These are so accustomed to visitors that when people walk along the edge of the water or sit in the house, they swim lazily to the surface, waiting to be thrown pieces of bread or food. In a country consisting mostly of desert, and where a small and dirty pool usually constitutes the local water supply, the attractive appearance of Ain al-Qasari, particularly at sunset, is very agreeable.

296 There are in fact two springs called Qasari, the second, situated on Awal Road, is better known by the name of the "Dhobis Pool" on account of the large numbers of Indian washermen who mercilessly beat the dirty clothes on slabs of rock, and when they have finished hang them out to dry in long lines by the side of the road. It is a not unusual sight to round a corner of the road and to see before one lines of clothes, billowing in the breeze like wind-socks, and the frantic activity of the dhobis standing in the water in an odd array of clothing attempting to finish their task and dry the laundry before the sun sets.

BILAD AL-QADIM

361 A short way beyond Ain al-Qasari is Bilad al-Qadim, literally "The Old Town," formerly the capital of Bahrain, which lies between the Suq al-Khamis Mosque, whose twin minarets are a landmark for navigators, and the Khor Mukhtar inlet on the east coast. Bilad al-Qadim can also be approached from Awal Road opposite the Suq

al-Khamis Mosque and half a mile south of the village there is an inlet of the sea which can be crossed at low tide by a ford which leads to the village of Tubli. 361

Bilad al-Qadim is a Shiite village and was the capital of Bahrain before the Arab conquest of the Islands. It is frequently referred to in local Shiite histories and is described but not named in a number of early Moslem writings. A large area of the town is now in ruins, but its walls and mounds show that it was once a place of considerable size and importance. According to local reports the sandy mound near the School opposite Suq al-Khamis Mosque is all that remains of the fort that protected the town, while the mosque itself was its Friday Mosque. The Thursday Market (Suq al-Khamis), after which the district takes its name, is probably a relic of the time when this was the capital of Bahrain and when goods were brought here from the country for sale, just as today the Wednesday Market serves the same purpose in Manama.

There are several well-known springs in the vicinity including Qasari, which has already been mentioned, the Dhobi Pool and Abu Zaidan. A relic of the old town still stands in the shape of Masjid ar-Rafia, a mosque built over a spring, which is on the west side of the town and contains an ancient Kufic inscription. Date groves and gardens surround the town but many of the inhabitants work in Manama, where some of them own shops. The white buildings in the clearing opposite the Suq al-Khamis Mosque are a Government Boys School and a dispensary. [312]

ADARI

"The Lido of Bahrain" is a description which is often used for Ain Adari (The Virgin's Pool). It is especially applicable in the summer when every evening buses, cars, lorries and bicycles convey people from Manama to the deep, cool blue waters of the pool where they swim or sit about in the public garden or coffee-shop. Adari is the largest natural spring in Bahrain and the stream which flows from it irrigates many acres of gardens. 312 529

Adari was once a very messy pool where camels and donkeys were watered, but it has been developed by the government into a bathing place. The sides of the pool have been lined with cement and provided with steps, there is a mosque, a coffee shop, bathing huts and diving boards, and around the pool a flower garden where oleandar, bougainvillea and ponciana flourish. The road to Adari, which branches off Awal Road, is indicated by a sign-post about half a mile south of Suq al-Khamis. [491]

UPPER AND LOWER SEHLAH

These are two villages on opposite sides of Awal Road. Upper Sehlah is a small village of stone and barasti houses built on a hill overlooking the surrounding gardens; in summer the village expands when the date pickers descend on the village and put up their barastis. 361 245 221

361 when the date pickers descend on the village and put up their barastis.
245 Lower Sehlah is reached by a bridge across the water channel that borders the Manama-Awali Road. This village is surrounded by date gardens and can also be reached by a footpath from Adari. The gardens in the neighbourhood of the two villages are among the best and most thriving in Bahrain, and the date groves are locally described as the hump of Bahrain, not because they rise above the surrounding lands but on account of their being the richest and most fertile in the islands.

AALI

361 After leaving the palm belt and entering the plain north of Rifaa, thick smoke can usually be seen rising from among some date gardens to the west, this is the village of Aali, one of the largest in Bahrain. It lies on the western edge of the plain which extends from the end of the date gardens at the bridge of Radhm al-Qawari to the Rifaa hills, and is close to a group of the largest tumuli in Bahrain which are a conspicuous feature of the landscape of Bahrain island. The largest mounds in the Aali group are over 80 feet high and 100 feet in diameter.
[491] The best road to Aali is the one indicated by the sign-post on Awal
[542] Road, a short distance from Radhm al-Qawari. The houses of this village are better than in most of the Bahrain villages; they are large and airy and some of them have blocks of stone from the tombs in their walls. As in the case of so many Bahrain villages, Aali stands on a slight elevation surrounded by date gardens.

RIFAA AL-GHARBI

644 Straddling Awal Road on the edge of the rim-rock is the town of
361 West Rifaa, the winter residence of H.H. The Ruler of Bahrain as well as of many of his family and retainers. This settlement is comparatively modern, having been built by the present Ruler before he succeeded in 1942. Constructed in the traditional Arab pattern, the Palace is in the centre of the town and the other houses are widely scattered about it. The Ruler's love of gardens has caused the road to be lined with trees, and it is a pleasant surprise on coming across the desert surrounding the town to pass through a shady green avenue. During the three months of the Summer the Ruler lives in Manama, but as soon as the cool weather returns a long procession of cars and lorries moves slowly out of Rifaa, the lights go on, and overnight the appearance of West Rifaa is changed from a deserted town to a scene of much activity.

RIFAA ASH-SHARQI

361 This is the fourth largest town in Bahrain and has a population
712 of about 3,000. East Rifaa is without doubt the most picturesque of Bahrain's towns and villages. When approached from the west, from the plain near Awali, the fortress, which dominates the valley, presents a most romantic appearance and carries one's thoughts back

by Sunni Arabs who were prosperous when the pearling industry flourished but who depend today upon fishing, the oil company and transporting jus from Hawar for their living. In the summer the heat and the shortage of water (for although Jaw has a well it is brackish and more to the taste of the date palms that grow around it than to the people) drive most of the inhabitants to migrate to Sitra. Jaw was once spread some distance along the shore, as can be seen from the ruins that surround it, and in addition to having been a pearling centre it was inhabited by the people of Zubara when they wanted to escape the tyrannical rule of the Wahhabis in the 19th century. Jaw is the point on Bahrain nearest to Zubara and the Qatar coast, and for that reason it was always garrisoned when there was a threat to Bahrain from the mainland, but today the Police Camel Corps, which is stationed there, is to prevent the smuggling into Bahrain of Arabs from the Trucial Coast who come seeking work.

North of Jaw on the road to the Refinery is Asker and opposite it the island of Mushaikha, where an old tomb is the centre of pilgrimage for one of the Moslem sects, the Buharas. The interior of the tomb is filled with bottles of rose water, brought by pilgrims as offerings. Asker itself is a village much like Jaw and Dour.

JIDHAFS

We must now return to Manama and follow the other road that leads out of the town, this time in the direction of Budaiya. After passing through some miles of gardens the road reaches Jidhafs, a large village, which is also said to have been at one time the capital of Bahrain. Its inhabitants have a reputation for being enterprising and go-ahead, they have recently demonstrated this by deciding to build a club, the first in any of the villages, although in the towns there are many. Jidhafs contains one of the Shiite Juma Mosques and Friday Prayer is said there. It may seem strange that this should be a claim to fame, but according to Moslem custom only certain mosques are used for the Friday Prayers which is intended to encourage large congregations and to prevent the dispersal of the faithful in all the other mosques.

Like all the villagers, those of Jidhafs enjoy a visit to the town every now and then, and in the evenings bus loads of men and many cyclists can be seen coming in to town to enjoy themselves by going to the cinema or sitting gossiping with their friends in the coffee-shops to the blare of wireless music.

South of Jidhafs in the direction of Suq al-Khamis is the village of Ain al-Dar; although today it presents a quiet and peaceful appearance it was once the headquarters of a notorious gang of robbers who used a ruined house, inhabited by a lunatic, as a cache for storing their loot.

BUDAIYA

This strange town, on the north-western tip of Bahrain Island, is connected with Manama by a good motor road which runs through the village of Jidhafs. Budaiya used to be a large town, divided into Two quarters still spoken of as North and South Budaiya.

there is a deep depression surrounded by large blocks of stone which was once a great spring said to have irrigated much of north-western Bahrain. This spring, known as Ain Sejour, is traditionally associated with the name of the Caliph Abd al-Malik (685-705) who is reputed to have come to Bahrain with an army to chastise the people who had given refuge to politico-religious refugees from Iraq. According to local histories the Bahrainis worsted the invaders in a war by a clever use of the underground water channels and a truce was signed. Later the Caliph is said to have murdered the Bahraini leaders and to have filled in this well "to reduce the pride of the people of Bahrain," since then it has been dry and the land around it has reverted to desert. It seems unlikely that the Caliph himself came to Bahrain, he probably sent one of his generals and later tradition ascribed the leadership to the Caliph himself. 172

Several well-to-do families own houses in Diraz, and when pearling flourished its people were important nakhudas (captains) and pearl merchants. Many of the villagers are still divers and keep their boats on the shore near the little mosque north of Budaiya Garden. For use in these boats the villagers weave their own sail-cloth on local looms. 228 288 554

JESRA

On the edge of the open plain about 4 miles south of Budaiya is Jesra, the point where the pipeline from Arabia crosses to Bahrain, here also is a village whose Arab inhabitants are mainly retainers of the Ruling Family. Several Shaikhs have also built substantial houses in the village, as well as gardens irrigated from artesian wells. Another road leads from Jesra to Rifaa al-Gharbi, following the route of the pipeline across the desert. 315 361 491

MALAKIYA

Four miles south of Jesra the road, after passing through the villages of Karzakan and Dumistan, enters the little village of Malakiya, set in the centre of thriving date gardens, some of which belong to merchants in Manama. The only claim to interest in this village is a large tomb which is held in great veneration by the Shia community of Bahrain and is visited by pilgrims from all parts of the Islands. The tomb is of a certain Amir Zaid, but there is some difference of opinion about his identity. Some contend that he was Zaid bin Sohan, one of the Companions of the Prophet, but according to other local authorities he was a certain Amir Zaid bin Umaira al-Abdi who witnessed a covenant of truce made between the people of the Islands and al-Mua'lla bin al-Hadrami, the Moslem conqueror of Bahrain. A third version is that the worthy Amir was the leader of the people of Bahrain in a war that took place between them and the Caliph Abd al-Malik (See paragraph on Diraz). It has not yet been decided which of these versions is in fact the true one, but this does not deter Shia pilgrims from visiting Malakiya. 361 778

ZELLAQ

361 South again of Malakiya is Zellaq, the southernmost village on the
342 western Coast of Bahrain and approximately three miles west of Sakhir. A road runs from Zellaq to Awali and is much used by BAPCO employees coming to swim at the former place. The houses of Zellaq village, which are of stone, are built along the shore and many of them are large and spacious. As a result of the activities of BAPCO, Zellaq village has increased in size and prosperity and now contains a number of substantial white stone buildings which are conspicuous from a long distance across the flat and sandy plain that surrounds it.

162 The inhabitants of Zellaq are Sunni Arabs; some are from the Dawasir tribe, and many of them are dependents of the Ruling Family.
311 North of the village there are a number of large gardens, irrigated by innumerable artesian wells, which are owned by members of the Ruling Family and by their servants; these gardens form a green belt along the two miles of coast between Zellaq and Sedad.

312 The Bahrain Petroleum Company has a pump house at Zellaq which supplies Awali with much of its water and Zellaq was also once the discharging point for tankers bringing crude oil from Saudi
517 Arabia, before the submarine pipe-line was laid. Near the pumping station is the BAPCO Plage, the excellent bathing place which is much used by the employees of BAPCO, particularly in the Summer evenings.

RAS AL-BARR

529 This, the southernmost point of the Bahrain islands, is a popular
484 place for summer picnics, but the approaches to it are difficult, and
● 491 although never dangerous they can easily cause trouble to visitors by the softness of the sand. It is best to travel in parties with not less than two cars, so that one can come to the help of the other if necessary, and care should be taken to keep to the tracks, however faintly indicated rather than to carve out new roads in the desert. The road to Ras al-Barr from Zellaq first passes through Mutalla, the Ruler's hunting lodge, while that from Awali past the Jebel passes another hunting lodge at Rumaitha before joining the Western road at Akala. From here the road goes south, past the swamps on the coast and along the narrow strip of sand which marks the end of the island.

136 In certain seasons of the year the shores along this part of Bahrain
262 are covered with the eggs of sea-birds, and many Arab dhows anchor off the coast while the crews remove the eggs for food. If one is lucky, while driving down the coast, hare and gazelle may be seen, as well as rose-tinted flamingoes on the shore.

MUHARRAQ ISLAND

MUHARRAQ

491 The visitor from Manama approaches Muharraq by crossing the
486 1¼ mile long causeway and Shaikh Hamed Bridge, completed in 1942,

which opens at 11 a.m. and at midnight, for an hour, to allow the passage of vessels through the deep channel between the two islands. There is a toll gate at the bridge and cars coming from Muharraq to Manama are charged 4 annas. Beyond the bridge, around a group of white buildings, the Customs House, Police Station and Municipal Office, there is always a scene of much activity. Here boats unload their cargoes and buses fill with passengers bound for all parts of the Islands. The sea road continues along the water front until it turns inland towards the airport. Much of the ground inside the sea road has not yet been reclaimed and at high tide the sea forms little squares of still water where children sail home-made boats. On Muharraq sea front there are several important buildings, a government dispensary, a large school and, at the northern corner, a block of flats.

Another road, opposite the causeway, runs up into the town passing through the bazaars, which branch off to the north and south. The Muharraq shops are of the old fashioned type, with neither plate glass nor fixed prices. There are antique dealers and carpet sellers and all the usual traders found in Arab towns. Ships chandlers are numerous as Muharraq has always been a sea faring centre. Arab chests, carved or brass bound, carpets, worked leather sandals, divers' equipment and goods of interest to tourists can be bought here at prices lower after judicious bargaining, than those in Manama.

Today Muharraq is still a typically Arab town, a fact of which its inhabitants are proud. Most of the shops are owned by Arabs and are not occupied by Indians or Persians as in Manama. The town, although it was once the capital of Bahrain, the centre of the pearl industry and the focus of trade (a fact that its inhabitants remember with pride) has developed more slowly than Manama. There are few modern buildings, only one cinema and no large European style shops, but its climate is said to be pleasanter than Manama and it is not so humid in the summer. Muharraq was once a walled town but no traces of the walls now remain. The high old houses which line the narrow streets have changed little during the last century, except where corners have been cut away to make passages for large American cars. Many of the larger houses belong to the Ruling Family. They are built around courtyards and in some cases a big house contains three or four such courtyards, surrounded by high walls with few outward-looking windows in them to screen the house from prying eyes.

Muharraq has a telephone service, electric light, a Post Office and a filling station, but no main water supply, apart from artesian wells. As in the case of Manama, the affairs of the town are controlled by an elected Municipal Council presided over by a member of the Ruling Family.

The sea surrounds the town on three sides but at the northern end a new residential area is developing on land which is being sold by the Municipality for building purposes. East of the town is the bay of Arad, the ancient name for Muharraq at the time of Alexander,

There is a bus service between Hedd and Muharraq and also a few taxi cabs in the town. 494

In addition to the towns of Muharraq and Hedd the island of Muharraq is fringed by many villages ; going north round the coast from Muharraq town they include Busatin, Dair, Raiya, Galali and Arad. The first three villages contain many homes of members of the Ruling Family and are especially popular in the summer when the Muharraq weather is considered superior to that of Manama. Galali is a sizeable village inhabited by fishermen and industrial workers, while Arad is the centre of the agriculture of the island and is built near a large pool in the centre of the date gardens on Arad peninsular. The inhabitants of the village work in the gardens, but on the shores of the Bay near the old Omani fort is a large village built entirely of barastis. In the summer this temporary village is entirely filled with people from Muharraq who spend the nights here, crossing by ferry every day to Muharraq town. 361

In general Muharraq island is very low-lying, so much so that it was thought at one time that there was a danger of the sea affecting the efficiency of the Airport, but this has been removed by pumping stations around the field which remove, when necessary, surplus water from the runways. It was, however, found necessary to build a raised road from Muharraq town to Hedd, for when there was any rain or an exceptionally high tide the road was often blocked. 133 491

UMM ASH-SHAGAR ISLANDS AND UMM ASH-SHIYAIRA

These are the two islands that lie to the south of Hedd town; the former, to the north, is covered with small stone and barasti houses; the second, whose name is a diminutive of the first, contains only barastis and is inhabited by fishermen. 361 101

THE ISLANDS

In addition to these two, there are several other small islands south of Muharraq, of which the three largest, although none of them is more than a few hundred square yards in area, are Halat-as-Suluta, Halat-al-Khulaifat and Abu Mahur.

The first two islands lie to the south of Arad peninsular and at low tide they are joined by a sand-bar which permits walking between them. They contain small villages, whose people derive their livlihood from fishing, and they are lucky enough to have on them fresh water springs. Abu Mahur, the third and largest island, is in fact named after one of the largest of these springs, which is in the sea a short distance from the shore. The fort of Abu Mahur is now in ruins but the island is now used as a quarantine station. 361 226

The fresh water submarine springs south of Muharraq and the manner in which the people obtain water from them has astounded 312

5: Bahrain G-5 (1926-1937) 1937 MZ2 Bahrain MZ2

671
656

Judicial Legislation. From time to time the Bahrain Government has issued proclamations which have become regulations guiding the actions of the Bahrain courts. Some of these orders, such as the following, are of considerable importance.

Diving Regulations. Several different proclamations on this subject have been issued embodying the various changes and conditions which resulted from the diving reforms.

Wakils. A proclamation was issued laying down the conditions under which Wakils should be permitted to appear in courts and specifying their rate of fees. This became necessary after criminal charges had been proved against certain Wakils who had cheated their clients.

Mortgages. An important proclamation was issued to the effect that no property could be mortgaged unless it had previously been registered on a Government title deed.

Appeals. A regular system of filing appeals from the various Bahrain courts was issued by proclamation.

Statute of Limitation. The period was fixed at ten years, and the same period for acquisition of land by squatters' rights.

Liability of Government Servants. Liability of Government servants was defined in a proclamation forbidding the public to make loans to Government servants while employed by the Government except at their own risk.

PUBLIC WORKS

653

The Bahrain Government has never had an independent Public Works Department. All buildings, roads, causeways, etc., etc., have been constructed under the supervision of Khan Saheb Mohomed Khalil, the Superintendent of the Land and Survey Department, which has combined the functions of Land Department and Public Works Department. This, in the past, has been a satisfactory and economical arrangement, but in the future, owing to probable expansion, it is proposed to separate the two departments and to start a regular Public Works Department. The Bahrain Government has, during the last ten years, carried out some large and important public works, including the Manamah-Muharraq causeway and the Naval base at Jufair, and the plain, dignified style of the buildings constructed by the Government has greatly improved the appearance of the town of Manamah.

The first important public works were the Palace, the Government offices, and the Manamah sea road. These works were completed during 1925-26 and were undertaken by an Indian contractor. The construction of the sea road was satisfactory, but time has shown that the palace and the Government offices were badly built. Large sums of money have had to be spent on repairing and propping up the Palace, owing to its inadequate foundations, and various defects in the Government offices became apparent after a few years. After this experiment, all building, with the exception of some unimportant work in the villages, has been done by the Government directly. Local building contractors do not exist, and the experiment of employing a foreign contractor proved a failure.

653
491

Roads. Since the Bahrain Petroleum Company commenced its operations in Bahrain the Government has been saved much money and labour as the Company maintains and builds roads in all parts of the concession area as well as keeping up the main road from Manamah to Rafaa, which is the most important road in Bahrain and which formerly cost the Government a considerable sum every year. The Government now confines its road work to areas in which the Company is not interested. The most important recent work is the new road from Jedhafs to Budeya which, instead of making a long detour round the coast, goes straight across country, so that Budeya can now be reached from Manamah in about twenty minutes. This will make it more easy to develop Budeya, where a school is being built. A police post was established last year, and the Government has recently purchased a large derelict garden, which is now irrigated from an artesian well, and is being put under cultivation.

5: Bahrain G-5 (1926-1937) 1937 MZ2 Bahrain MZ2

653 491

In the last ten years several new roads have been made by the Government, linking u existing roads, such as the road from Sehlah to a point on the Budeya road opposite the Portugue Fort and the road from the top of Rafaa hill to East Rafaa, which used to be inaccessible exce from down in the valley.

There is still need for several more roads, especially for one connecting Aali with Manama which will take the donkey traffic which comes into Manamah from the villages around Aali. Th main road to Radm al Koweri cannot be widened any more, except at great expense, as it bordered on both sides by valuable date gardens, and the mixture of motor traffic and lade donkeys, which disregard all traffic rules, is a constant source of accidents. The country peopl themselves, through the Shia Wakf committee, have asked that a donkey track should be mad so that they need not use the motor road.

653 491 346

Buildings. Suk al Khamis Mosque.

In 1346 (1927-28) the ancient mosque at Suk al Khamis, which was i a dangerously dilapidated condition, was restored by the Government which at the same time straightened out the main road which previousl made a wide detour. Earlier attempts to bring the road past the mosque had been opposed b the Shia villagers, but because they were pleased at the Government's action in repairing th mosque, no objections were made about the road.

This mosque was described by Von Ernst Diez, who visited it in 1914, as being a mosque o the year 740 H. (1339-40). The ornamentation of the wooden pillars and cross beams are o particular importance and interest. Over twenty years ago all the wood in the mosque disappeared. During the last few months I have found, and been able to recover from a neighbouring village, several of the beams and large pieces of wood containing the carvings which were described and illustrated by Diez and which he ascribed to the ninth or tenth century.

653 312

Idari Water Channel and Mosque.

During this and the following year the Government, at the request of the landowners whose property is irrigated from Idari spring, built a cement water channel from the main spring to the high road, a distance of about 1,200 yards. The cost of the work, Rs 21,000/-, was paid by the owners of the gardens. At the same time the Government built a small mosque, on the site of an older one, on the bank of the pool. During the last year, further improvements have been made at Idari, and a quantity of flowering trees and bushes have been planted there. The pool during the summer is visited by thousands of people, who bathe there.

653 346

Manamah School and Workshop.

The school was begun in 1347 (1928-29) and completed in the following year. The cost of the Manamah School, and a small school which was built at the same time at Suk al Khamis, was Rs 39,000/-. There are ten class-rooms in Manamah, capable of accommodating about three hundred boys, and a large hall which has on one occasion held six hundred people. The building is of stone and cement and is on one floor.

During the present year a workshop has been built close to the school on the opposite side of the road. This became necessary as the carpentry and engineering classes made so much noise when working in the main building that other classes were disturbed.

653

Barracks, Police Station.

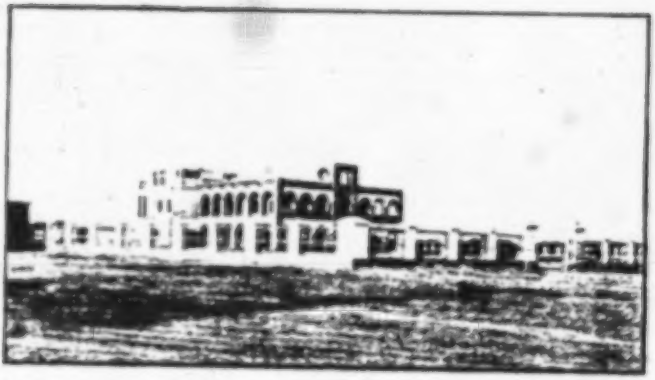
In 1353 (1934-35) a new barrack room was built in the Fort in place of some of the old rooms, which became uninhabitable. The original building was made of stones fastened together with mud, plaster, and covered with a thin coating of lime plaster. Every year for the last ten years portions of the main wall of the Fort have fallen down, and most of the old quarters inside the Fort are in a dangerous condition.

A second barrack room was built in 1936, and also a new armoury and three motor garages, and in 1937 the north-west tower, which had fallen in, was rebuilt and part of the walls were faced with cement and thoroughly repaired.

The larger of the two barrack rooms, which is 114 feet long and 22 feet wide, with three doors and fifteen windows, and also clere windows, accommodates forty men and cost Rs 7,300/-.

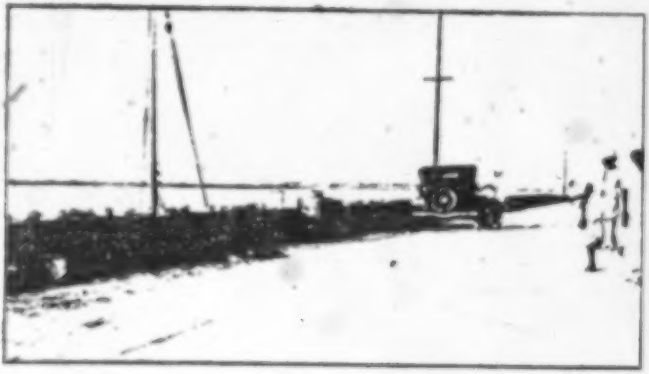
5: Bahrain G-5 (1926-1937) 1937 MZ2 Bahrain MZ2

344



The Palace
Manamah

●491



Manamah
Muharraq
Sea Road

The Road
(From the Sea)

[Facing p. 04B]

653 In addition to these major works, a number of smaller buildings have been made, such as garages, dispensaries, extensions to existing buildings, quarantine station, small country schools, bridges, and water channels.

[539] In all buildings, local material is almost entirely employed. All buildings are made of coral stone, which is cut from the bed of the sea and brought to the shore in boats. Gutch plaster is obtained locally, and also lime, and the wood, although imported, is purchased from local merchants. Steel beams are bought in Europe, and latterly metal fittings have been imported direct from England.

Jufair Naval Base. At the request of the naval authorities the Bahrain Government undertook the construction of the Naval base at Jufair. The work lasted from May 1935 till May 1936. The most important buildings were a pier on the southern side of the point, 600 yards long and 10 feet wide, a canteen building with two billiard rooms, an officers' building, clerk-in-charge's house, store, Indian staff quarters, etc., etc. The Bahrain Government, in addition to the building, installed a complete water supply and drainage system; this part of the work was done by the State Engineer. All the houses were built in the usual style, of stone and cement, but tiles, imported from Busra, were used for flooring.

The cost of the most important buildings was approximately as follows:

Pier	Rs 12,800/-
Canteen	23,200/-
Clerk-in-Charge's house	11,400/-
Officers' building	18,800/-

The above figures do not include the cost of electric and water supply installation.

653 491 **Manamah-Muharraq Road.** For many years it had been the wish of His Highness Shaikh Hamad to build a road across the sea, connecting the towns of Manamah and Muharraq, which are separated by a mile and 1,166 yards of sea, much of which is dry at low tide. In the past, connection between the two islands was only possible by boats, and on some occasions, during very low tides or in abnormally rough weather, it was almost impossible to cross the gap. Muharraq town is almost as large as Manamah, and the island contains a number of villages as well as the town of Hedd, which is the third largest town in Bahrain. When Muharraq was used as an aerodrome, the need for easier communication between the two islands became more necessary. When the project of building a road across the sea with some sort of bridge over the deep channel was first discussed, many people considered and said that it was an impossible proposition.

In 1348 the causeway was begun. It was estimated that the cost of completing it, not including the bridge, would be Rs 6,00,000/-. It was built of coral stone, with outside walls of murubas stone and a centre filling of fahti stone surfaced with mud, and provided with culverts at every 100 yards. The width of the road is 32 feet, and the maximum height from the sea bed at the deepest place is 13 feet.

The causeway, without the bridge, was completed and opened for motor traffic at the end of 1936. Work on the road has not been carried out continuously, but during the seven years of its construction when money has been available the work has been continued, and only at times other than the diving season, when much unemployment existed. The total cost of the road from Manamah to the edge of the deep channel and from Muharraq to the channel is Rs 1,99,800/-. Of this amount, Rs 4,000/- was subscribed by a merchant of Muharraq as a contribution from 'thilth.'

It is now possible to reach Muharraq in less than ten minutes, at all times of the day or night and in all weather conditions. There are motor bus services to and from the end of the causeway, and when arrangements have been made for crossing the channel, which are now under consideration, there will be a bus service to Muharraq, Hedd, and other villages on Muharraq island. Already the road has caused an improvement in property values in Muharraq, and people working in

5: Bahrain G-5 (1926-1937) 1937 MZ2 Bahrain MZ2

653
191

Manamah in shops and offices who had to leave their houses in Muharraq and live in Manamah owing to the difficulty of crossing to and fro are now able to live in Muharraq and to cross the channel and come into Manamah by bus.

In addition to the convenience of the road, it has provided work for thousands of men, who cut stone from the sea and bring it ashore in boats during times of unemployment. Everything in the road, except the cement in the parapet and the wooden beams in the culverts, is produced locally. In my opinion, it can be reasonably supposed that not less than 75% of the money expended has been spent in the Bahrain bazaars by the labourers who earned the money and has stimulated local trade.

LAND REGISTRATION

647
423

Survey. This department began its work about twelve years ago, and for the first six years it was mainly occupied in making a survey of the villages and cultivated area in Bahrain. The work, with the exception of two small areas, was completed before the financial depression necessitated reduction of the staff of the Land Department, which put an end to the survey.

When the survey first began it met with considerable opposition from the Shia villagers, who were suspicious of the Government's intentions, but after a short time the object of the work was appreciated by the people and no further difficulties were made.

The results of the work are contained in a quantity of maps showing gardens with their boundaries with reference numbers to registers which contain particulars of owners, water rights, and details about the property. At the time of the survey, information about boundaries, water rights, etc., was obtained from the landlords and from their tenants. Usually in Bahrain the landlords know very little about their gardens and rely almost entirely on the tenants for information about boundaries and water rights. In cases where original documents existed these were examined and checked, but in a great many cases property owners have no title deeds. Before completing the records, the Land Registration Department published a proclamation calling on the public to notify the department if the particulars for registration were not correct.

In addition to the survey of villages and gardens, the department made a survey and a large scale map of Manamah town, and also Hedd and Muharraq; the work in the case of these towns did not include registration of rights. The map of Manamah was made when the electric scheme was first considered and the map was used for planning the layout.

Reports on Land Cases. In addition to general survey work, every year the department provides plans and reports to the courts on cases of land disputes. During some years several hundreds of reports have been made, and these reports are usually the decisive factor in settling cases. The Land Department deals with cases in the Bahrain courts and also in the Agency courts.

Registration of Sales and Titles. The registration of property in Bahrain is not compulsory, but every year there is an increase in the number of people who apply for the registration of their houses or gardens. The public now realise the value of a Government title deed, and they appreciate the fact that when the title deed has been issued nobody can contest it. The only people who during the last ten years have attempted to set aside a Government title deed are certain members of the Ruling Family. Their claims failed, but if they had succeeded the valuable work of the Land Registration Department over many years would have been seriously affected.

Mortgages. The registration of sales of property was made compulsory in 1929, and in 1931 a proclamation was issued to the effect that no claim for foreclosure of a mortgage on immovable property would be heard in the courts unless the property had been previously registered on a Government title deed. The result of this is that nobody can mortgage property unless he holds a Government title deed for it. The actual transaction of the mortgage

5: Bahrain G-5 (1926-1937) 1937 MZ2 Bahrain MZ2

491

A road in Manamah

363

Street in Muharraq

[facing p. 42]

5: Bahrain G-5 (1926-1937) 1937 MZ2 Bahrain MZ2

632 Until 1348 the Government paid Rs 48,000/- per annum to municipal funds, and the municipality paid Rs 24,000/- to the Government towards public protection.

632 491

Municipal Achievement.

Manamah. It is in Manamah that the work of the municipality is most conspicuous, partly because Manamah Municipality has had more money to spend and has existed for longer than the Muharraq Municipality.

Roads.

The most noticeable work in Manamah during the last ten years is the construction of roads and the widening of streets in the bazaar area. Ten years ago there were very few parts of the bazaar which could be reached in a car, and even the most important shops were situated in narrow lanes. Now most of the principal bazaars are accessible to cars. The wider streets, which are in some places permanently roofed, are more healthy and sanitary and are easier to keep clean. The style of building has changed: people are no longer contented with low, dark shops, but build high, airy showrooms with windows in which their goods can be displayed. Although the first people to set this fashion were foreign shop-keepers, their example was very soon followed by the local traders, especially as, during the last two years, rents of good shops and offices, as well as houses, have risen considerably.

632 744 312

Conservancy, Sanitation, Water Supply, Malaria.

For many years a municipal contractor was employed to clean the town; his work was satisfactory in the conspicuous parts of the bazaar and town, but not satisfactory in the back quarters of Manamah. The municipality now does the work itself, with more successful results. On the whole, the town is very clean and free from smells. One of the greatest problems which the municipality has to deal with is the reclamation of low ground behind the town, where water lies stagnant after the rainy season for many months. Originally the people of Manamah dug mud from this site for building houses, and now a large area of ground is only a few feet above sea level, so low that all attempts to drain the water into the sea have proved unsuccessful. During the last two years, special grants of Rs 10,000/- have been made by the Government to the municipality for filling this ground. The work is not yet complete.

Until a few years ago sanitation in Manamah consisted of cesspits in every house, which were emptied once or twice a year. The system was satisfactory; the municipal inspectors reported any leaking drains or insufficiently covered cesspits. Lately, however, many householders have installed a water supply, and an attempt at modern sanitation. In the case of houses on reclaimed land and near the sea, the drains flow into the sea, but the drainage conditions of houses distant from the sea is not satisfactory. A sewer which was built from the Municipal Garden to the sea, at the cost of over Rs 7,000/-, has not proved a success owing to the small difference in level between the garden and the sea, and drains which empty into this sewer have flowed backwards. At the time of writing, work is being done on the sewer, and it is hoped that it will eventually serve its intended purpose.

The water supply in Manamah now consists of a number of artesian wells, some of which are private property, others having been made by the Government. The Government and the municipality have issued regulations to prevent waste of water and the collection of stagnant water where mosquitoes will breed; these regulations are effective in the town. During certain months of the year, in the spring and autumn, there are a great many mosquitoes in Manamah and Muharraq. It has, I think, been proved that the main mosquito-breeding place is inside houses in the large earthenware water jars which are kept in every compound, usually in a dark corner under a shed. They are never emptied, but are refilled when the supply gets low. Until now the municipal council and the public have strongly opposed all suggestions that the water jars should be inspected. In Rafaa and Sakhir there are always quantities of mosquitoes, and these places are many miles from any gardens or water, which is an additional proof that the mosquitoes breed inside the houses. The municipalities spray oil on all standing water and take all possible steps to deal with breeding places which are not inside houses, but their officials have no authority to enter houses and inspect them.

At a future time it will be necessary to consider installing a regular town water supply, and possibly a drainage system as well. It is possible that a water system with a tap in every house would obviate the need of water jars and reduce the number of mosquitoes.

361 with palm groves containing more than sixteen thousand trees,
162 as well as numerous vegetable gardens and orchards.

Near by is the small village of 'AIN-AD-DAR.

'ALI is located about a mile north of Buri to the west of
[491] the paved main highway running south from Manama to the Jabal Dukhān region. A motor road joins the village to Buri and Karzakkan and the west coast of the island. Situated as it is in the midst of palm groves and vegetable gardens, 'Alī is an important market place. Many of the Persian residents of the island own lovely homes there and the town has a mosque in the Persian style.

SANĀBIS and FALA, on the north shore of the island about three miles west of Manama, are active commercial and fishing centers inhabited by the Baharinah.

RIFA'. The two villages of East Rifa' (Ash-Sharki) and West Rifa' (Al-Gharbi), situated a mile apart, are near the center of the island. Since their location is considered to be one of the most healthful in Bahrein they are not surprisingly inhabited by the Utūb, the tribe to which the Sheik belongs. His immediate
[312] family lives in West Rifa', which is more exclusive though the important water sources are at East Rifa'.

ASKAR. This is another village of interest on the east coast, four and a half miles east of Jabal Dukhān. The inhabitants are the bu 'Ainin, probably the descendants of the people who ruled Bahrein nearly a thousand years ago.

About three miles away is the town of JAU, also on the east coast. Near by are historic ruins, probably the remains of the important ancient town, also called Jau, which is believed to have been the capital of the island in pre-Islamic times.

KIRABAD, or "Oil City," is the initial Awali camp built by the Bahrein Petroleum Company for the use of its employees and popularly known as "Bapco" from the initials of the company. Three miles away is the refinery. The town is on an elevation eighteen miles south of Manama, to which it is connected
[491] by a modern highway also built by the company.
000 "Bapco" has some two hundred homes for married members

Muharraq Island

This is the second largest island of the group and in all probability the "Aradus" of the classical writers. It is located northeast of Bahrein and is about five and a half square miles in area, horseshoe shaped and only a mile wide. It is separated from Bahrein by a channel spanned by a causeway a mile and a half long with a motor road and by a swinging bridge which was completed in 1941.

The chief city is MUHURRAQ, on the western side, the second largest city in the islands and the summer residence of the Sheik. Its population is about 26,000. Muhurraq and Manama, on Bahrein Island, are each administered by a Municipal Committee which in addition to civic duties are jointly responsible for the upkeep of thirty per cent of the roads in the archipelago.

Other towns among the sixteen or more on Muhurraq which should be mentioned are:

ARAD. This is an important date producing center with some sixteen thousand palm trees, on the southern shore of the Gulf of Arad. It is inhabited by the Baharinah.

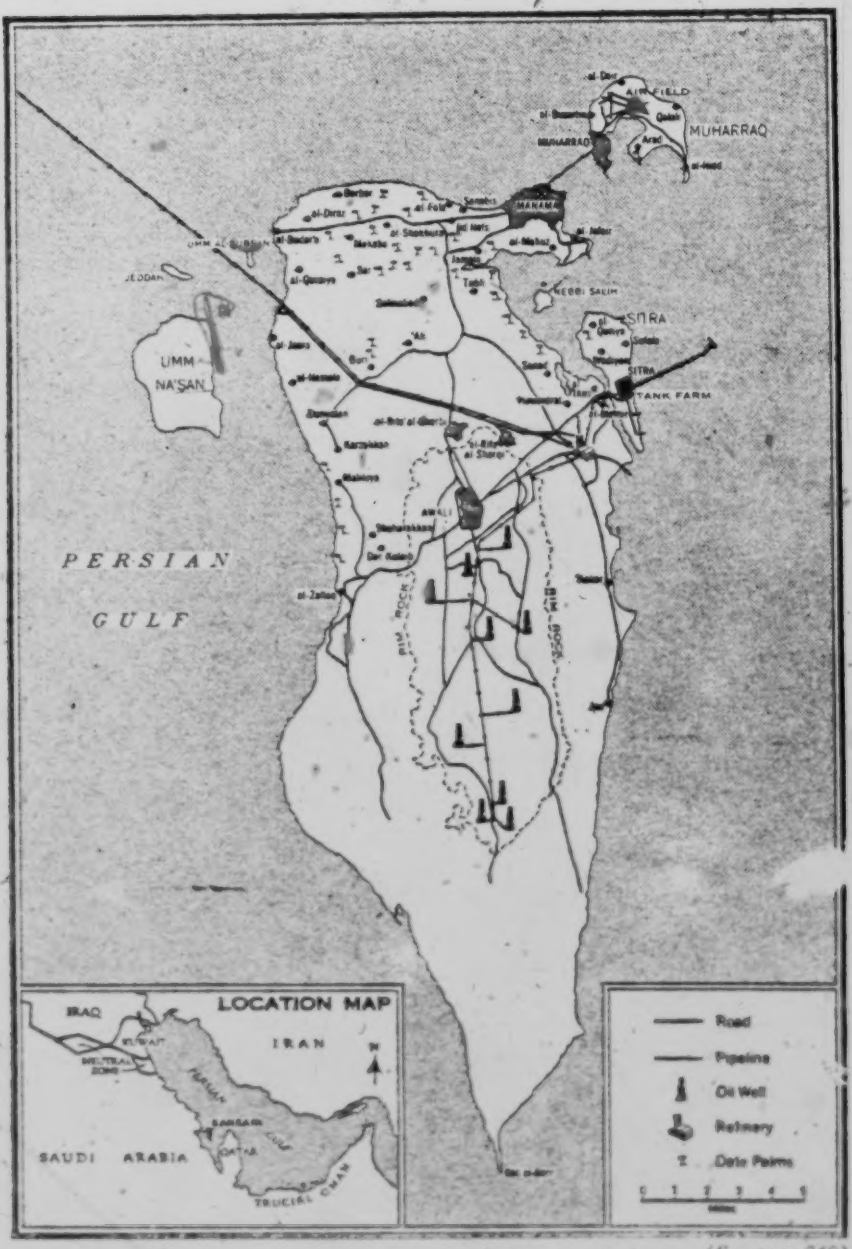
HADD. Second in importance only to Muhurraq, Hadd is the leading pearl fishing center of the islands. It has a population of almost 10,000, consisting of Sādāt and Beni Yās. Since the English began to take a direct hand in the administration of the island it has become possibly the most modern of the cities, with many up-to-date homes and an agricultural experiment station as well as a modern penitentiary and the cottage of the British Financial Adviser.

The villages of Basatin, Qalali, Samahij and Dair, on the north and northeast coasts, are also important. Their population follows the Sunnite faith exclusively and those in Qalali belong to the Manani'a tribe.

Muhurraq Island has a military and civil airfield used by the British Overseas Air Service. The field has limited fueling and repair facilities for normal traffic as well as minimum lighting, runway lights, and lighted wind indicators. There are hard surface, all weather runways with an elevation of two feet; the

8: Qubain S-5 (1952-53) MZ2 Bahrain MZ2

102
491
315
382
133
135



(See page 269)

The Shaykhdom of Bahrain

facing p. 239

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Bahrain MZ2
Kuwait M11
Saudi Arabia MJ1

companies may need to be defined now that one concessionaire seems likely to create revenue; problems may also arise if, as a result of oil developments, it is planted with a population that will need to be endowed with public services and, no doubt, with a system of taxation.

BAHRAIN

The Bahrain Archipelago is a group of islands in the Gulf of Bahrain, which is bounded on the east by the Qatar Peninsula and on the west by the mainland coast of al-Hasa. Its total area is 213 square miles. The principal island—Bahrain itself—is about thirty miles long and ten miles wide. It is low-lying and its northern end is well watered by fresh water springs and produces good date crops. Citrus fruit and lucerne are also grown. The oilfields lie round the rocky cluster of hills known as Jebel Dukhan (Hill of Smoke), which is in the barren centre of the island.

To the north-east of Bahrain Island, and joined to it by a causeway and motor road, is the low, sandy island of Muharraq, and between the two islands is a good deep-water harbour (Khor Kaliya). It is used as a small British naval base; an American admiral also flies his flag there. Nearby there is a second, but shallow harbour (Bahrain harbour), which faces north and is usefully equipped. The natural aerodrome on Muharraq Island has been developed into the largest commercial airfield in the Persian Gulf and now serves the airliners of all nations. It is also used by the RAF, and the whine of jet aircraft is a commonplace. The south end of the island of Bahrain is low-lying and sandy. The climate, though oppressive in summer owing to the prevalent heat and damp of the western shores of the Persian Gulf, is more humid and less windy than that of Kuwait. The population of the Archipelago was 109,650 when a census was taken in 1950.[1]

The capital and the seat of government is the port of Manama.[2] It is generally referred to as Bahrain, and is situated between the two harbours. It has a population of 39,648, which includes many rich Arab, Persian, and Indian merchants, as well as some 300 Europeans and Americans. The second town, Muharraq, on Muharraq Island, has a population of 24,566 which is purely Arab.

The British Political Agency is in Manama town, which also boasts an electricity station, a wireless station, post offices, hospitals, clubs, public gardens, and up-to-date schools. The town is well supplied with good motor roads, and there are

[1] 1952 estimate, 115,000. [2] Population: 1950, 39,648; 1952 (estimate), 45,000.

63:Simmons et al G-5 (1941-1951) 1954
M1 Middle East
BAHRAIN MZ 2

11

Bahrain

GEOGRAPHY AND CLIMATE

619 Bahrain is an independent sheikhdom, 131 comprising a small group of islands at the entrance to the Gulf of Bahrain, between the Hasa coast of Saudi Arabia and the peninsula of Qatar. Famous since ancient times as the center of the Persian Gulf pearling industry, the islands have attained new prominence within recent years as a link in the chain of oil fields stretching from Qatar to central Iraq. The Sheikhdom has 648 had protective treaty relations with Great Britain since 1880, and the headquarters of the British Political Resident for the Persian Gulf area are established on Bahrain Island.

131 The archipelago consists of 5 main islands, besides several small islets, which have an aggregate area of about 210 to 225 square miles. Bahrain, the principal island, is approximately 27 miles in length and 10 133 miles in width. A narrow belt of luxuriant date gardens, supported by abundant freshwater springs and wells, rims the northern end of the island, but the remainder is mostly barren desert. Rocky hills rise to an elevation of about 450 feet along the central ridge, Jabal ad Dukhan, while sandy wastes, broken by salt marshes, stretch toward the south.

131 Muharraq, a horseshoe-shaped sandy island, with an area of 5 to 6 square miles, is second in size and in importance. It lies northeast of Bahrain, and is separated from [491] the larger island by a narrow channel which is bridged by a 2-mile causeway, constructed in 1941. Chief among the other inhabited islands are Sitra and Nabbi Sālih, offshore to the east, and Umm Na'san, to the west.

p. 255(A)

000 and Pakistan. Regular air communications
509 are maintained to Iraq and Arabia, and the airport on Muharraq Island also serves international airlines with terminals in Europe, the Middle East and the Far East.
491 Motor roads connect the towns and the villages on the different islands, and extend across causeways from Bahrain to Muharraq and Sitra. The local transport facilities are well developed, and motor bus routes link most of the population centers.

Food and Nutrition

262 The food habits of the diverse racial
146 groups are varied, but serious undernutri-
464 tion is seldom encountered, except among the migratory laborers from the mainland and the Baharna and Arabs in the agri-
439 cultural and the fishing villages. The islands
656 are dependent upon imports for a large proportion of their food supply. The government controls certain essential foodstuffs, as wheat, rice and sugar, and regulates prices through a system of rationing.

262 The diet of the average Bahraini consists
439 of dates, bread, rice and fish, supplemented by native vegetables in season and limited amounts of meat and milk. Goats are raised in many villages, though their milk is usually scanty and poor in quality. Most of the meat is imported from Iran, and is correspondingly expensive. An assortment of fruits and vegetables is generally obtainable in Manama markets by those who are able to purchase them.

Housing

362 Manama is a cosmopolitan town, and the changes which have come about within the last two decades are reflected in the construction of increasing numbers of modern-type dwellings. Muharraq, in contrast, is a
342 distinctly Arab community. Coral blocks, coral slabs and plaster are the usual building materials in the older houses, while cement is used extensively in the newer buildings. The typical Arab-style homes are built around inner courts and have utilitarian